
From The *Alta California*.
 THURSDAY, SEPT. 14, 6 p. m.—This edition of *The Alta California* is prepared expressly for the Overland mail via Los Angeles, Fort Yuma, Tucson, El Paso, Fort Smith, St. Louis, and Memphis, Penn. It contains all the news of this State, and the Pacific Coast generally, up to 6 o'clock this evening. The first overland mail-stage leaves this city to-morrow morning at 1 o'clock, and is expected to reach Memphis and St. Louis in from twenty-three to twenty-five days.
 May the line go through in safety, and inside of the 30 days, in the wish of California.

THE SOUTHERN OVERLAND MAIL—PROGRESS OF LAND COMMUNICATIONS.—The through mail to Memphis and St. Louis starts from this city at 1 o'clock to-morrow morning, and it is calculated by the contractors, will get through inside of twenty-five days. Preparations have been made, we are assured, to transport promptly any number of passengers that may be necessary, and a great number of passengers that red lines per day is the distance fixed to be traveled, which, if the stages are able to perform (and the parties are extremely confident they will be), will cut down the time considerably under twenty-five days. If they should fail in this, on the first trip, it is probable they will be able to make even more than that distance in a short time. It is expected that the through mail will run through in from fifteen to eighteen days. It will be started semi-weekly, and the bulk of the correspondence between California and the Southern and South-Western States will doubtless soon be carried over this route.

All persons interested in the future of our state should read the following, which is the starting of the great overland enterprises. Nothing can so quickly open the inland routes as the regular running of mail and passenger stages. The bounty paid by the Government for the transportation of the mails will enable the contractors to offer the stage service at the same rates as the convenient distances along the route, making the necessary ferries across the streams, and repairing the worst places in the road. These stations will in many instances, form the *nuclei* of small settlements, the existence of which will be a great benefit to the emigrant. The stage trains which will follow the routes, for they will deprive the trip of more than half its dangers and privations. Instead of being obliged to pack all their food for hundreds of miles, the emigrants will be enabled to purchase the necessary supplies of grain upon which to sustain their cattle and draught animals, they will be sure of finding a sufficiency of provender at convenient points. Whenever they fully the case and with regular stage running it may be seen that the great overland trade and the great families leaving the West with their own teams for California and Oregon.

THE CONTINENTAL TELEGRAPH.—Our Placerville correspondent announces the pleasing intelligence that the work of constructing the telegraphic line, that will connect the Pacific with the Atlantic, is now being pushed in earnest. The day of its initiation is destined to form an epoch in the history of California. The work will go on, and will be mighty for good. The summit of the Sierra Nevada, and the shore of the Pacific will, in a few weeks, throbb with the same pure and noble emotions will thrill the land of the same moment.

Soon Salt Lake City will be united to naby the same bond, annihilating time and distance. And then we cannot long remain without telegraphic communication between Salt Lake City and St. Louis. Only the telegraphic line between these two cities have been named by the subcommittee, which will not only unite them together, but serve as a vein through which the life-blood of each shall pour into the heart of the other. Then we, too, shall share in the life of the great republic. The telegraphic line will remain here, for the reach of the central wires. We shall be joined not to New-York only, but to London, to the remotest East. Welcome the day.

Some time in June, 1982, R. F. Dorsey, father of the youngest daughter of the late Robert and Lillian Robinson, told the author that his father-in-law had lived in perfect harmony together up to the 5th of September last.

Some differences appear to have arisen between them of so serious a nature that Mrs. Dorsey, through fear of her life, was obliged to leave her home on Sunday night, Sept. 5, at 11 o'clock, and seek the shelter of her father's house, a distance of about five miles leaving her only child, a boy four months old, with her husband, who would not permit her to take him with her. She arrived at the home of her father at about 11:30 p.m. The following morning, before daylight, Mr. Robinson started for Los Angeles in order to take the initiative steps to procure a habens corpus for the child. He engaged Col. E. J. C. Kewen for that purpose, who, accompanied by M. J. Newman, a notary public, left for El Monte to obtain the signature of Mrs. Dorsey to the petition and arrived there about 2 o'clock the same day.

him at his feet. "I am so glad," he would exclaim, "that you have returned." He said his time had come, and he intended going to Mr. Rubbottom's, and that if his wife would not return home with him, he would kill her and all opposing him. Col. Kewen seeing that it was useless to remain any longer, resolved to return to the house of Mr. Rubbottom.

He had traveled but a short distance when Dorsey being on horseback and taking a much nearer road overtook him, and although Col. Kewen used every exertion to keep up with him, he found it impossible. When Dorsey rode up to the house, it happened that Mr. Rubbottom was standing on the piazza in conversation with Mr. Newmark, arose from his seat, and remarked to Capt. Dorsey, I have one request to make, and this

H. P. Dorsey was about thirty-five years of age, six feet two inches in height, and a native of Georgia, where his parents and family now reside. He has a brother in Los Angeles. Deceased was a man possessing many good qualities, but a very severe temperment, having an iron indomitable will, and would resort to any measure to accomplish a purpose. The greater portion of the neighborhood in which he lived was in constant dread of him, and would yield to almost any terms to prevent a difficulty with him.

har in Fraser River, 12 miles below Fort Hope since the 24th of June, was successfully launched on the 25th inst., and arrived safely at Victoria. She will now run regularly between Victoria and Fort Langley. She will connect with the Enterprise, under command of Capt. John Wright, which will run between Fort Langley and Fort Yale.

They sent word that he was prepared for war, and so they were; yet after all, his preparation sends to them the impression that he does not want to fight, even to extermination. He says that Col. Wright's intention to march to Colville, by way of the Coeur d'Alene mountains, and probably to establish a post on the Spokan River.

The priest goes to break up the Coeur d'Alene mission, and he will then take charge of the Santa Clara College in California. He says he has been here four or five years in the Coeur d'Alene country, and that he has been to change whatever for the better in the Indians during all that time.

To-night, a little after dark, the Indians were heard

LATER FROM OREGON.
The steamship Oregon, Capt. Patterson, arrived in port on the 11th, at 8 o'clock, with dates from Portland to the 8th inst, five days later than previous arrivals.

ANOTHER INDIAN FIGHT.—Gen. Clarke informs us that Major Garrett, with his command, has had another brush with the Indians on the Okanogan. Six of them were killed, all of whom participated in the attack on Robinson's party.

The Government is alarmed at the summary measures of Major Garrett, and it is believed that most of them have retreated to the British possession or the Blackfoot country. No confirmation of the reported disaster having been received, the Government commands thinks the whole affair a mere story.

Portland Standard.

ROBINSON'S PARTY.—No mention is made in the papers of any news from Robinson's party.

THE BATTLE WITH THE INDIANS.—We have the statement that the circumstances connected with the killing of Lieut. Allen were as follows:—The Indians were upon the banks of the Columbia River, and were endeavoring to fight the troops. Some desire to fight

They said all in their camp were friendly. This induced Maj. Garnett to retain the chiefs as prisoners and to order Lieut. Allen with a detachment to surround the Indian camp while the Indians were asleep. Accordingly, about 3 o'clock on the morning of July 10th, he, with Lieut. Allen and a detachment of 100 Indians, while the remainder were staid in readiness to fire at the first signal of distress. Lieut. Allen attempted to rouse them from their sleep, when one of them jumped up and started to run away, and Allen fired at him. At the discharge of his gun the whole camp was aroused, and Allen's men stood fired indiscriminately into the camp, one taking effect in the body of Allen, from which he afterwards died. The Indians are reported to have not fired a shot. They were all taken prisoners, and the four were sent to Fort Riley, and the others to the nearest garrison set at liberty. [Port. Standard, 1st inst.

soon to march from the Dalles for Fort Stevens; there to proceed toward Okanagan, to open the road used by the miners on their way to Fraser River.

"It was rumored at the same time—the rumor having come in previously—that the party of Gen. Palmer had all been massacred on the east of the Columbia near the Okanagan. Gen. Palmer had nineteen wagons in his train and several hundred pack animals. The rumored massacre was credited at the Dalles; and *The Portland Standard* says it is probably true."

Married.

At Goodyear's Bar, Sept. 2, Mr. Jacob White to Mrs. Anna Sadler, both of Goodyear's Bar, Sierra County.

Died.
In Weaverville, Trinity County, Sept. 2, Henry Meyer, aged 41 years.
In Weaverville, Oregon, Aug. 14, James L. Brophy, of Tremont, aged 40 years.
C. W. aged 40 years.
At Petaluma, Sept. 2, Harriet Edger, daughter of Edward and Stephen Smith, aged 1 year, 7 months and 11 days.
In Fraser River, west of Ft. Yale, Aug. 14, William H. Sumner, late of this city, and formerly of New York.
In Vanhu, Aug. 13, Nathan, son of Col. Thomas Baker, aged 24 years; 2nd, Louisa, wife of Col. Thomas Baker, aged 52 years.
At Oak Valley, Yuba County, Aug. 29, of typhoid fever, William Paul, formerly of Georgetown, D. C.
In Astoria, Mary Jane Moroney, wife of John Moroney, aged 26 years.
In Astoria, Aug. 29, of typhoid fever, George W. Clark, aged 26 years.

COLLISION IN NARRAGANSETT BAY.
VESSEL CUT IN TWO—ONE MAN SUPPOSED TO BE LOST.
The steamer Empire State, which left Fall River Tuesday evening for this port, when near Newport, came in collision with the sloop Exchange, of Dartmouth, cutting her in two. The sloop had on board

There seemed to be an unaccountable delay in getting the boat afloat, suggesting to the passengers the little reason to be placed in the boats of a steamer in case of accident requiring their use. The steamer was detained an hour by the sad occurrence.

The accident is said by one of the rescued men, to have occurred through mismanagement of the helmsman on board the ship. The evening was cloudy and at intervals very dark.

FOR RETROFF.

The Royal Mail Steamship Arabia, Capt. Stone, left at the usual hour yesterday for Liverpool, taking on 80 passengers and \$45,165.83 in specie.

MUTINY AND MURDER.

Capt. Hepburn, of the ship Golden State, writes to the owners from Penang, (Prince of Wales Island), August 3, 1888:

It becomes my painful duty to inform you that on the first day of the voyage while I was on shore getting ready to proceed on my voyage, a mutiny occurred on board the Golden State, which has resulted in the death of my chief officer, (Mr. Williams), and dangerously wounding the second mate and boatswain's mate, also the first mate. The mutiny was instigated and led by the mutineers, who then stole one of the quarter boats and deserted from the ship. It seems that about

When they left the ship, the carpenter ran up a signal of distress, with a flag from the shore, and hailed the boat for the ship. I met the men and ordered them back, but they refused and went to the landing-place, where fortunately they were all arrested by the police. Mr. Williams died from the effects of his wounds that night, the other two wounded officers are convalescing slowly.

The Coroner's inquest brought in a verdict of "willful murder" against six of the principals, and the rest of the eighteen as accessories to the murder. The men have been committed for trial, which commences to-day, for which I have heard of no well-founded report of the people belonging to the ship, as well as the natives.

It would be difficult to assign any good reason for the mutiny of these men, other than the desperate character of several of the singleaders, who perhaps were disappointed at not being allowed liberty here.

A FLOATING DOCK FOR THE PACIFIC COAST, S. A.

Among the exports from this port for the past week is a sectional dock for Peru, valued at \$80,000. A structure of this kind is much needed in that quarter. We believe the dock is to be located at Callao.

NAVAL.

The repairs necessary to render the Cromwell steamer Westersport fit for service were completed on Monday, and she was floated out of the dry dock.

The United States steamer San Jacinto, late flagship of the East Indies and China squadron, having

our frigate, was launched last month. She is called the *Mersey*, and is not within 500 tons the size of the *Niagara*.

PENNSYLVANIA ELECTION.

From the *Philadelphia Ledger* of Wednesday, Oct. 13.

THE ELECTION.—The election yesterday, though warmly contested, passed off very quietly. The result may be told in a very few words. The Democrats have been badly beaten, losing all their Con-

present Representative, Col. Florence, had to contend, not only with the People's party, but with a

| Wards. | P. Florence, D. Ryan, P. A. L. Seaberg, A. L. | |
|-----------|-----------------------------------------------|-------|
| 1st. | 257 | 219 |
| 2d. | 1,300 | 1,472 |
| 3d. | 1,027 | 940 |
| 4th. | 591 | 676 |
| 5th. | 443 | 510 |
| 6th. | 1,195 | 1,543 |
| Total. | 6,116 | 5,693 |
| Majority. | | 493. |

SECOND CONGRESSIONAL DISTRICT.

| Wards. | Phillips, D. | Mc Millan, F. | Brown, A. |
|--------------|--------------|---------------|-----------|
| XIIIth..... | 133 | 1,091 | 1 |
| XIVth..... | 861 | 1,086 | 1 |
| XVth..... | 1,359 | 1,975 | 1 |
| XVIth..... | 1,359 | 576 | 2 |
| XVIIth..... | 1,149 | 1,819 | 1 |
| XVIIIth..... | ... | ... | ... |
| XIXth..... | ... | ... | ... |
| XXth..... | 970 | 1,086 | ... |
| Total..... | 5,936 | 8,152 | 20 |

From The Philadelphia Press of this morning.

VII DISTRICT.—(Owen Jones's).
MONTGOMERY CO.—Pottstown, Oct. 12.—In the
Borough of Pottstown, John Wood's (Opposition can-
didate for Congress) gain over the vote of 1856 is 256.

VIII DISTRICT.—(John Hickman's).
PHILADELPHIA, Oct. 12.—The Borough of Phoenix
will, in the following vote, John Hickman's

Following vote: Hickman (A. L.), 618; Broomall (Opp.),
 329; Manly (D.), 306.
 In 1856, Hickman's vote was 382, and Bowers (Opp.),
 542.
 Twelve districts have been heard from, which give
 Hickman 1,585; Broomall, 844; Manly, 661.
 In the same place, the vote in 1856 was: For Hick-
 man, 1,365; Bowen, 1,672.
Parkersburg, Oct. 12.—Sadsbury Township gives
 Manly 1,000; Broomall 1,000.

Opposition is jubilant over the result.
 *XTH DISTRICT.—(Kunkle.)
 DAUPHIN CO.—Harrisburg, Oct. 12.—Harrisburg
 borough gives the following vote for Supreme Judge:
 John M. Read (Opp.), 672; Wm. A. Porter (D.), 589;
 Read's majority 92. Packer's majority last year
 was 117.
 HARRISBURG DISTRICT AND BOROUGHS, AND SUSQUEHANNA
 AND SWEDESBORO TOWNSHIPS, give Read 983; Porter, 703.

Northumberland, Oct. 12.—The vote in this town for Campbell 187, Dewart 187; W. L. Dewart (Leopold), 69; Jas. W. Cake (A. L. Dem.), 38.

Northumberland, Oct. 12.—Tarbot Township gives the following vote: Campbell (Opp.), 87; Dewart (Leopold), 85; Cake (A. L. Dem.), 9.

Northumberland gives Campbell 45, Dewart 41, Cake 4.

Sunday, Oct. 12.—The vote in this town for Con-

Northampton, Oct. 12.—This borough gives for Supreme Judge—Porter, 85; Read, 56. Canal Commissioner—Frost, 78; Frazer, 61.

Wm. L. Dewart (Dem.), 111; Joseph W. Calk (A. L.) 91.

XIIITH DISTRICT.—(Leidy's.)

MONROE CO.—*Danville*, Oct. 12.—The North and South Wards of Danville and Michoning Township gave George W. Seranton (Opp.), a majority over John McReynolds (Dem.), of 304 votes.

The Opposition gain over the vote for Governor in 1876 is 100.

Scranton (Opp.), 151 majority. It has heretofore been Democratic.

Bloomburg, Oct. 12.—This Borough give Scranton (Opp.), for Congress, 200 majority.

Scott Township gives Scranton 193 majority.

Briar Creek, Oct. 12.—This township gives Scranton (Opp.) 11 majority; formerly it returned a Democratic majority.

Catawissa, Oct. 12.—Catawissa gives 64 majority

LATEST.
PHILADELPHIA, Wednesday, Oct. 13, 1858.
FIRST DISTRICT—Florence (Dem.), 433 majority.
SECOND DISTRICT—Morris (Opp.), 1,500 majority.
THIRD DISTRICT—Verree (Opp.), 1,037 majority.
FOURTH DISTRICT—Millward (Opp.), 2,247 majority.
FIFTH DISTRICT—Wood (Opposition) has now 1,500

NINETEENTH DISTRICT.—Partial returns show that Foster (Dem.), leads Covode 600 in Westernmoreland County. The balance of the County will increase his majority to 900. Armstrong and Indiana Counties, which gave large Republican majorities in

SEVENTH DISTRICT—Lehigh County gives Longnecker (Opp.) nearly 200 majority. In Bucks County Longnecker gains 221 in fifteen districts. Roberts' (Dem.) majority in Bucks will probably not exceed 200. The result is doubtful.

FIFTEENTH DISTRICT—James T. Hale (Opp.) is elected by 2,600 majority over Alison White (Dem.), present member.

SEVENTEENTH DISTRICT—The vote is close, but Edward McPherson (Opp.), is believed to be elected.

FIFTH DISTRICT—John Wood (Opp.) is certainly elected over Owen Jones (Dem.)

The engine, and badly smashing several freight cars. The conductor on the train bound west, J. W. Brown, the engineer, J. Redman, a brakeman, Mr. Dryden, and a fireman whose name we were unable to learn, were all killed. Three persons were all upon the engine, and were jammed to death in the wreck. The conductor and fireman lived about an hour and a half. The others were instantly killed.

And the subsequent weight of engines and cars piled three and four deep, *without deflecting an inch from a straight line, and without injury in any part.*

Aside from the loss of life, the damage will not be so large as reported. Eight thousand dollars may suffice to repair the machinery and cars, and to indemnify the owners of damaged goods.

This proves to be one of those accidents that occur in spite of the most thorough management—the rules

track and the baggage car overturned. The locomotive escaped uninjured, by being detached at the moment the accident occurred. There were nearly two hundred passengers on the train at the time the accident occurred, all of whom fortunately escaped without serious injury. We regret, however, to learn that the conductor, D. H. Chadbourne, a newboy whose name we did not ascertain, and W. Stewart, the Mail Agent, were severely injured—the first, it is

usual speed. It is really wonderful, in view of all the circumstances, that the train escaped with such slight injury, and that no lives were lost. It was certainly a most fortunate escape. (Memphis Appeal, 7th.)

and the others, were drawn a considerable distance across the ties, burying the wheels of the three from front to back in a sand road which crosses at the place where the accident occurred. The engineer had his leg broken and otherwise seriously injured, so much so that his life is despaired of. The trainman had his arm dislocated, and his head severely cut. The conductor of that section of the line, P. M. Moss, was endeavoring to save a gentleman from falling, as the cars were running over the ties like going over a roller, and many rode the cars violently down, and his head severely. Several medical men were on the scene, cutting in the hands of the friends of William Russell, esp. of the Hotel Quebec, will be glad to learn that he and his family were uninjured, and proceeded on their way to Montreal. [Montreal Pilot of Friday evening.

LECTURE ON THE COMET.

every point of the compass, in all directions from place to place, and in all directions at the same time as they approach and recede from the sun, and moving much larger in size and length of tail as they approach the sun. At different times, also, the same comet, in the same place varies exceedingly in appearance, and in the same place its identity can only be ascertained by knowing the time of its periodical visit. At natural speed, it would take us 11,000 years to reach the most distant planet, and 15,000 years to reach the comet, which is a huge comet, and keeps near us, at 100,000 miles farther on. The comet has a period of only 75 years, where some others have a period of 600 years, giving a proportionable distance away—a distance scarcely to be imagined. Therefore we now see was first discovered by Donati of Florence, on the 3d of June last; it has not been noticed as ever having been seen on the earth before, though it is most similar to one that made its appearance 17 years B. C., making a period of over 2,000 years. The comet cannot be a solid body in all its extent, as its immense size, and the fact that it fills the place it occupies, that would be immediately destroyed.

The lecture was illustrated with numerous maps and diagrams, views of different comets, etc. On account of the unfavorable weather, by which many were kept at home, the lecture will be repeated on Friday night.

THE WORKINGMEN'S STATE CONVENTION

The delegates to the above Convention assembled at Union Hall, No. 163 Broadway, on Wednesday night at 11 o'clock, and were organized by electing JACOB KIEFER, Chairman pro tem. A Committee of Three was appointed on credentials which reported favorably on the papers of delegates from the follow-

ment; taken in all public works; repairs and registry of the same in the household law.

The resolutions were adopted, after some discussion, and the Convention then went into the nomination of candidates for State officers:

For Governor—Edwin D. Morgan, 32; A. J. Fahn, 2; L. Burrows, 9; Gerrit Smith, 7; Blank, 1.

For Lieutenant Governor—Robert Campbell, 29; J. J. Tapp, 15; S. W. A. Russell, 1; S. N. P. Smith, 1.

For Canal Commissioners—Hiram Gardner, 29; J. S. Foy, 23; J. R. Thompson, 19.

For State Prison Inspector—E. K. Everett, 31; E. L. Dwyer, 28; W. A. Russell, 1.

The Republican candidates were all nominated, having received the largest number of votes.

A Committee of Two were appointed to examine the State, consisting of T. C. Wittenberg and Capt. Wm. H. Hall of New-York.

The Convention then adjourned, subject to the call of the State Central Committee.

COMMISSIONERS OF EMIGRATION.

The Board met yesterday at the office in North street, at 10 o'clock, and were present—

Balance of Commutation Fund.....\$100,000
Adjusted.

VIRGINIA FINANCES.—The Treasurer of the State of Virginia has transmitted to Gov. Wise a statement of the financial operations of his department for the fiscal year ending 30th September, 1886. The appropriate balance in the treasury on the 1st of October, 1887, was \$359,971 92, credited to the several funds as follows:

| | |
|-------------------------------------------------|--------------|
| To the credit of the Commonweath..... | \$219,111 80 |
| To the credit of the Literary Fund..... | 20,000 00 |
| To the credit of the Board of Public Works..... | 14,000 00 |
| To the credit of the Sinking Fund..... | 100,000 00 |

The receipts during the year just closed amounted to \$1,138,836 06, and the expenditures to \$7,364,500 00. The balance on hand on the 1st inst. was \$150,000 00. The receipts and disbursements of the several funds are as follows:

| | Receipts. | Disbursements. |
|----------------------------|--------------|----------------|
| Commonweath..... | \$124,866 23 | \$473,751 21 |
| Literary Funds..... | 349,333 79 | 1,000,000 00 |
| Board of Public Works..... | 1,285,244 22 | 2,274,251 21 |

AN INDIAN SHIPMASTER.—In the case of Joseph Austin, master of whaling-ship *Betsy Winslow* of New-Bedford, tried at Boston, the Court on Wednesday imposed a sentence of \$100 fine and damages to the negro John Francis, whom he had on an uninhabited island, one of the Gallapagos group, Francis, it will be remembered, remained in solitary upon the island for more than three weeks, subsisting on raw food, and was finally taken off by another whaling vessel. In a suit brought by Francis against the mate for assault with an iron belaying pin, a fine of \$50 was imposed.